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THURSDAY, APRIL 3, 1913.

AN ORATION DUE BY MR. BENNETT ON GRAIN MIXING

"Puffer on bonds" was an expression with which R. B. Bennett, P. E., once invited the laughter of the members of the Legislature at the expense of the member for Lacombe.

"Bennett on wheat-mixing" is an expression which fittingly describes an oration which the farmers of Alberta are entitled to hear from the lips of R. B. Bennett, M. P.

If Mr. Bennett does not know more about the ethics and economics of wheat-mixing than he thought W. F. Puffer knew about the issue of bonds, he is likely to have a line justifying the establishment of sample markets to the farmers of Alberta.

And if Mr. Bennett knows more about the principles and practice of wheat-mixing than he thought Mr. Puffer knew about bond issues, it is up to him to show that his information on this subject has not been gained from his experience as an owner of Alberta elevators, and at the cost of the Alberta farmer.

THREE REASONS WHY THE SIFTON GOVERNMENT SHOULD BE SUSTAINED

There are three general reasons why the Sifton Government should be sustained by the electors.

One is that it has been a deserving Government, has administered Provincial affairs with honesty and to the public advantage, and has originated a large amount of really valuable legislation.

The second reason is that a government composed of its opponents would be most certain to be a worse government. Mr. Michener is an estimable gentleman, though given to the same generation and misrepresentation which is the temptation of weak men. But his most flattering admirer never suspects him of harboring the genius of statesmanship. An Opposition leader who in four years has not succeeded in taking out some line of destructive and constructive policy, has not only failed to demonstrate his capacity for the leadership of a government but has failed to make good in the less onerous task of leading the critical side of the Legislature. So clearly is this recognized that the Opposition did not think it safe to go into the present campaign without having announced through the newspapers that Mr. Michener would likely be replaced by some one else after the election.

The third reason is that Hon. Robert Rogers is making an effort to "capture" Alberta, as he last summer tried to "capture" Saskatchewan. If he can succeed in doing so, the moral effect of the prairie province having been won by his election agents will be a heavy blow to the cause of free trade in the older provinces, while the victory will also enable Mr. Rogers to establish at Edmonton, and at Alberta's expense, a political machine such as has been built up in Manitoba and succeeded in defeating reciprocity in that Province a year and a half ago. Provincial elections should be decided upon Provincial issues, but the fact that the Federal Government is attempting to take the Government of Alberta on its own terms and recruiting stations for the forces hostile to wider markets is an added and incidental reason why it would be bad business to replace a capable Provincial Government which is in favor of wider markets with a less capable Provincial Government which would be hostile to wider markets.

A QUESTION OF FAIR PLAY.

The action of ex-Premier Rutherford in virtually offering himself as a Conservative candidate in the Strathcona constituency on Saturday last is sufficiently remarkable to call for more than ordinary notice. The ex-Premier's difference with the Sifton Government is in regard to the A. and G. W. policy.

The question naturally arises: If ex-Premier Rutherford is so strongly committed to the revival of the A. and G. W. contract that he is prepared to sacrifice his lifelong political connections as a means to that end, how many of his associates in the late Government or Legislature are prepared to do the same, should suitable occasion arise?

Hitherto it has been taken for granted that the party allegiance of the members of the Government and their adherents in the Legislature was sufficient to ensure their loyalty to the Sifton Government in its further efforts to protect the Province from the A. and G. W. marauders. Evidently this is a mistake so far as the ex-Premier is concerned.

The issue of the election is not the ordinary policy and administration of the Sifton Government, but a question of principle, of honesty, of progress, and of efficiency.

The real issue is the revival of the A. and G. W. contract. On the one hand it is a question of millions of dollars of profit between the \$7,400,000 cash now in the banks and the amount the road would cost under the terms of the contract; on the other hand it is a question of the determination of the Government to protect the Province and its taxpayers in the beneficial use of the money that they pay interest on.

It would not be necessary to ask on which side of this question a party under the inspiration and leadership of the Hon. Robert Rogers was to be found—even if the utterances of their representatives in the Legislature were not on record. They are out for a share of the millions of dollars' "rake-off" which, if they get it, the Province must pay.

Ex-Premier Rutherford and Mr. J. K. Cornwall having identified themselves with the opposition to the Sifton Government on this question, it becomes important to know how far the electors can rely on the associates of Messrs. Rutherford and Cornwall in the late Government and Legislature to stand by the Sifton Government in protecting the interests of the Province in this connection.

During the recent session of the Legislature some eight members signed a document which was read to the House by one of their number. The name of each member himself rose to oppose the Sifton Government on the A. and G. W. question. Most of these gentlemen are offering for re-election. The people are entitled to know definitely before nomination day what their position is.

The candidate who can secure election as an opponent of the Sifton Government's policy is, of course, entitled to oppose it after election, but no candidate is entitled to secure election as a supporter of the Sifton Government, and then turn against that Government.

In view of the fact that the only important issue of the election is the A. and G. W. question, and in view of the action of the ex-Premier and of the suspicion which certain members of the late Legislature have directed against themselves, it is up to the electors to see that no man secures nomination without a clear understanding of his position on this issue. This is a free country, where every man has the unquestioned right to support any policy he pleases; but it is also the right and duty of every elector to see that no man secures nomination under false pretences.

TO TOWN GEORGE BY 1914.

Big Grand Trunk Pacific Hotel at Prince Rupert cost \$2,000,000.
Vancouver, April 1.—Morley Davidson, vice president and general manager of the Grand Trunk Pacific, said today that he expected the main line would be driven to Port George in the fall of 1914, and through train service should be inaugurated by 1915. There is a tacit agreement to use the Pacific Great Eastern line between Vancouver and Port George. F. M. Hattenbury, a Victoria architect, is preparing plans for a hotel for the Grand Trunk Pacific at Prince Rupert to eventually cost \$1,500,000.

Correspondence

SOME QUESTIONS FOR

ALDERMAN LIVINGSTONE.

Editor Bulletin.

Sir.—Will you permit me a few lines re the threatened injunction by one of our aldermen? In the first place, I do not remember any such threat about the proposal, by last year's administration, to save Namsay from the boulevard to the G. T. P. tracks. Might I ask Alderman Livingstone if he heard of that plan, and how it impressed him, or didn't he hear? Or didn't he know? Or didn't he care? It was the largest single piece of paving proposed, by all sides, I wonder if Alderman Livingstone thought it "rotten," or didn't he know? Or didn't he care? I am also wondering what he thought, or did, about paving those streets between Namsay and syndicate at a time, in a year, when it was impossible to build a foot of street railway extension in the city, and the steel and poles lay along Nelson out to Twenty-first or beyond, though, paid for, I suppose, and unused. Did he think about that, or didn't he think, or didn't he know, or didn't he care? Also, I do not remember any strenuous characterization of language on the part of this alderman, about the fact that syndicate paving dragged along from early spring till Christmas, syndicate cars meaning rolling down Namsay.

When property owners agree to build and guarantee acceptance of a definite amount of street railway, they are not asked to build it at the end of a stated time, but the street railway is not asked to build it as they deem wise, I think it folly to refuse. Maybe I do not understand it, but I think it is a pretty clear proposition in favor of the city's incorporation and extension of the point of refusing to do a thing disadvantageous to itself, to prevent increase in real estate value, it is quite ready to hold its title to all its property in the city, ready to sell it if the city decides to appropriate it, and to let the city increase in value due to city growth, in part or wholly, who can object?

Refusing to accept such an offer as this, of course, demonstrates but one thing, our street railway has been so badly handled that the street railway administration, or city council, or board of commissioners, or all of them are panicky over it and two to three years ago, when it was in its infancy, it was not so badly handled that the street railway superintendent recommended two-fifths of the street railway was too late, another was increase of force, had the street railway been handled better, it would have been a success, and making some return for investment, instead of paying tribute to Namsay—oh, yes, it was contracted for, I know, and had to be built as early as possible, in Nelson, or Alberta, or any such east and west street to make a belt line, just one was vastly more wise than paving side streets running into Namsay, and it was all city money. And did Mr. Livingstone understand how money was "harrowed" out of our department to use in another, or didn't he know, or didn't he care? If he did know, who did he not get his injunction then and there, or didn't he understand, or try to understand or care? Was that method, so strongly condemned by the mayor when he took office, and paving the "rotten" street? I don't recall any slights of language, or fireworks, by Alderman Livingstone when it was done, maybe I have forgotten. And finally, if the street railway superintendent, if there be one, could take a car at Jasper and First, some night at 5 to 6 o'clock, and stand in the jammed sidewalks, in half an hour or more he had traveled two miles, or less, he might learn that more cars, more power, more facilities, more confidence and efficient relationship between him and his men, and of whom are trying hard and not more far, is the desirable thing. Car number 11 was over 20 minutes crawling less than two miles this morning. Yours truly,

REUBEN.

NOT ENOUGH DEMAND FOR SUFFRAGE IS PLED

1700 Bills Giving Votes to Women Got Cold Reception From Parliament.

Toronto, April 1.—Three hundred severely disappointed ladies tied out of the galleries of the legislative chamber today. When they entered early in the afternoon the order paper contained eight bills, all conferring the franchise upon women from Allan Stanbridge's general enfranchisement measure down to Mr. McDonald's measure for the benefit of widows and spinsters.

Three hours later the order paper was clear of franchise measure except for the Stanbridge bill and the efforts of the East Hamilton member kept that one there for only a little longer. Every suffrage bill went "to the board."

The fate of the five bills was not a surprise. The centre fringe member, Allan Stanbridge and J. C. Millard, who induced the ministers to call the franchise to married women, did not expect anything else but the three McDonald bills were generally considered to have a fair chance. They were not government measures, but Hon. W. J. Hanna had given them considerable attention and had them considered the views of the National council of women with respect to their terms. In the house last week referring to the bills, he had received the approval of the council.

But the opposition of the members of the government generally was against the bills. They had not arrived for such legislation, and Mr. McDonald, in withdrawing his bill, expressed a view that there had not been sufficient demand to justify the passing of any of the bills before the house.

Port Edward, B.C.

Prince Rupert's Industrial Annex

IS THE PLACE FOR YOUR INVESTMENTS.

Greater, surer opening than any other place in North America today. Remember the profits made at Prince Rupert! First investors there made as high as 600 per cent in scores of instances, and 300 per cent was the average. Port Edward is in the same position today that Prince Rupert stood in five years ago, with the additional advantage that the opening of the G. T. P., which will unlock the tremendous treasurehouse of the Northern interior of British Columbia, is only a year at most away.

The sale is now on. Avail yourself of the free literature. Get the facts; then decide quickly. Port Edward is a solid, properly founded industrial centre. Some of the largest industrial enterprises of the West are negotiating for sites there. Some have already secured sites and are developing plants. The G. T. P. main line traverses Port Edward, and the railroad company has already secured a site for its station, sidings, etc. Development is under way. The time to secure lots is NOW.

Port Edward is not a forced enterprise. Prince Rupert, as the G. T. P. itself has admitted, can find no room for location of further industries along its waterfront. Port Edward offers the only available location for an industrial annex. Port Edward is immediately adjacent to Prince Rupert, with

easy inter-communication assured. It has the finest natural harbor on the Pacific Coast, adapted to the building of pier wharves and affording seven times the total docking capacity of Prince Rupert per unit of waterfront. It has been laid out by expert engineers as an industrial centre of the most modern type. A company made up of some of the most prominent men in the Dominion is behind Port Edward. Its capital is \$1,000,000, fully subscribed. A development fund of \$172,500 has been established and more than \$32,000 of this was expended in the surveying and preliminary development. The entire business section and all streets and avenues on the balance of the townsite have been cleared and 4½ miles of plank walks have been laid on the principal thoroughfares. A wharf suitable for the landing of passengers, machinery, supplies, etc., is under construction.

Port Edward offers modern industries every requirement they demand. Water transportation is provided, with efficient modern facilities for reducing time and cost in handling; the shortest route to Oriental markets of any Pacific port; rail transportation by a road that possesses the easiest grades in existence; immense markets at home and abroad; tremendous resources, including fish, timber, minerals and grain; a townsite laid out to meet the finest demands of modern commerce and industry.

SALE NOW ON

First Comers will be

The First Choosers

Prices

\$100 to \$2000

PER LOT

30x100 to 30x110

TERMS: Quarter Cash,

balance over three years

Port Edward is bound to succeed. It is attracting some of the largest industrial enterprises in Canada right now. It will form one of the foremost industrial centres in the entire Dominion. Send for the literature without delay. Learn all about it. It means a wonderful opportunity to the people of Canada. It means excellent profits for you if you invest now AT STARTING PRICES.

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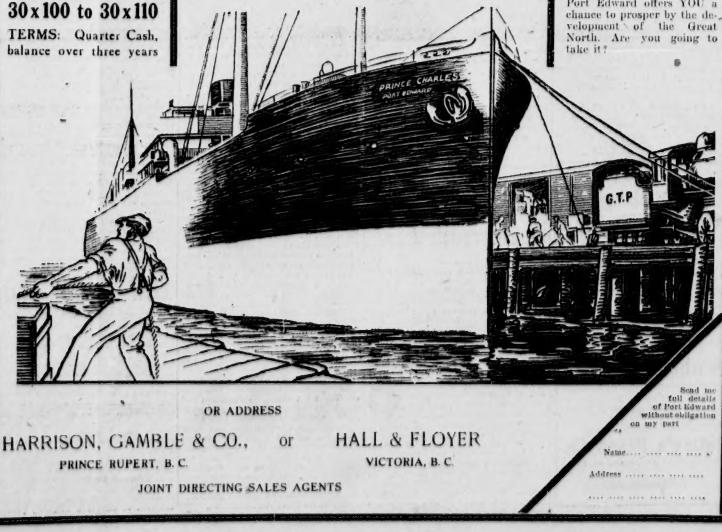
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Phone 1371

A True Story of a Wise Investment

Prince Rupert points an unusual lesson to investors. Many people thought that to buy Prince Rupert property originally was to throw money away. The first sale was held in 1907. Lots 9 and 10, in Block 8, were sold to the Atlantic Realty Company for \$1,220 for the pair. They were held until last year and then they were sold to Mr. F. S. Long for \$10,000—and Mr. Long made a good investment.

Port Edward offers YOU a chance to prosper by the development of the Great North. Are you going to take it?



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